

CLASSIFICATION SECRET TOP SECRET SECRET		
COUNTRY <u>East Germany</u>	REPORT <u></u>	25X1
TOPIC <u>Briesen Airfield</u>		25X1
EVALUATION <u></u>	PLACE OBTAINED <u></u>	25X1
DATE OF CONTENT <u></u>		25X1
DATE OBTAINED <u></u>	DATE PREPARED <u>26 April 1955</u>	
REFERENCES <u></u>		
PAGES <u>2</u>	ENCLOSURES (NO. & TYPE) <u>1 - sketch on ditto</u>	
REMARKS <u>This is UNEVALUATED Information</u>		

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1. The following air activity and aircraft were observed at Briesen airfield between 19 and 30 March 1955:

19 March. Between 0900 and 1500, 116 flights were made by Il-28s or U-Il-28s. There was a 7/10 overcast at an altitude of 1,000 meters and visibility of 6 km. During the morning, the aircraft took off individually for flights of 20 minutes duration. During the afternoon, groups of six aircraft took off at intervals of about 500 meters between the aircraft. They subsequently assembled in line abreast formation maintaining one wing span distance between the aircraft and, later on, formed two flight wedge formations in which they continued flying until they dispersed irregularly. Six to 8 aircraft were usually seen aloft at the same time.

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After the completion of air activity, 30 jet bombers were parked in the dispersal areas of the southern taxiway.

21 March. Beginning at 1100, 16 jet bombers took off at intervals of 500 meters. The aircraft subsequently assembled in four wedge formations and disappeared toward the east. Until about 1600, they had not returned. At 1800, 12 jet bombers were parked in the dispersal areas near the flight control station at the southern taxiway.

22 March. At 0600, 7 Il-28s took off at intervals of 30 seconds and headed toward the west from where they returned again at 1500. There was a 9/10 overcast at an altitude of about 800 meters and visibility of 3 km.

23 March. At noon, 4 Il-28s taxied from the small woods in the southwestern corner of the field to flight control station where they were parked. A Li-2 was also parked there. Between 1340 and 1420, 27 Il-28s which came from the east landed. At first four flight wedge formations approached at altitudes of about 5,000 meters. After these 12 aircraft had landed, a formation of 9 aircraft approached and landed and finally 6 aircraft coming from the same direction landed. All the aircraft were parked in the dispersal areas at the southern taxiway.

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[] At 1800, 31 Il-28s or U-Il-28s were parked at the usual dispersal areas.

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24 March. The weather was the same on the preceding days. Four Il-28s and 2 Li-2s took off at intervals of about 1 minute and headed toward the west. Two jet bombers towing air sleeves crossed over the field from east to west at altitudes of 6,000 to 9,000 meters. At 0800, 30 jet bombers and 2 Li-2s were parked in the dispersal areas at the southern taxiway.

25 March. Until about 1500, 115 individual flights of 20 minutes duration were made by Il-28s or U-Il-28s. There was a 10/10 overcast at an altitude of about 500 meters and rather poor visibility. Three to 5 aircraft were aloft at the same time. Some of them made local flights while others disappeared from sight.

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29 March. Between 0800 and 1400, 70 individual flights of 20 minutes duration were made by jet bombers. The weather was favorable. Aircraft took off and subsequently released air sleeves.

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[] The air sleeves [] of them were torn.

30 March. Between 2000 and 0100, 140 individual flights of 25 minutes duration were made by jet bombers. The sky was cloudless. The aircraft had set position lights. No signal flares were seen prior to the landings and the aircraft did not use their landing lamps while landing. The runway and taxiway lights were switched on. 1

2. Construction work was under way south of the flight control station. [] three-story quartering buildings were to be erected. According to a rumor, 9 temporary quartering buildings were to be erected at the site. 2

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3. On 22 March, a truck with a large metal van-like superstructure for personnel was parked north of the flight control station at the boundary between Jagen (forest districts) Nos 85 and 89. A metal mast about 12 meters high and fitted with a cone-shaped device of wire was erected 50 cm apart from the rear left corner of the truck. The cone-shaped wire structure was about 1 meter high. A sketch was made. On 24 March, the truck was no longer seen. 3

1. Comment. This is the first observation in quite some time, but from the information being reported, it does not appear that any changes have occurred in the status of the field. The approximately 30 Il-28s of the bomber regiment made local flights and cross-country flights with temporary stays at other airfields. On 25 March, 12 Il-28s which possibly belonged to Briesen were observed at Neuruppin. An additional four Il-28s [] from Briesen were employed as target-towing aircraft for AAA firing at Jueterbog.

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2. Comment. Information on Construction projects at the field has repeatedly been received but as yet has not been confirmed.

3. Comment. For sketch of the set, see Annex.

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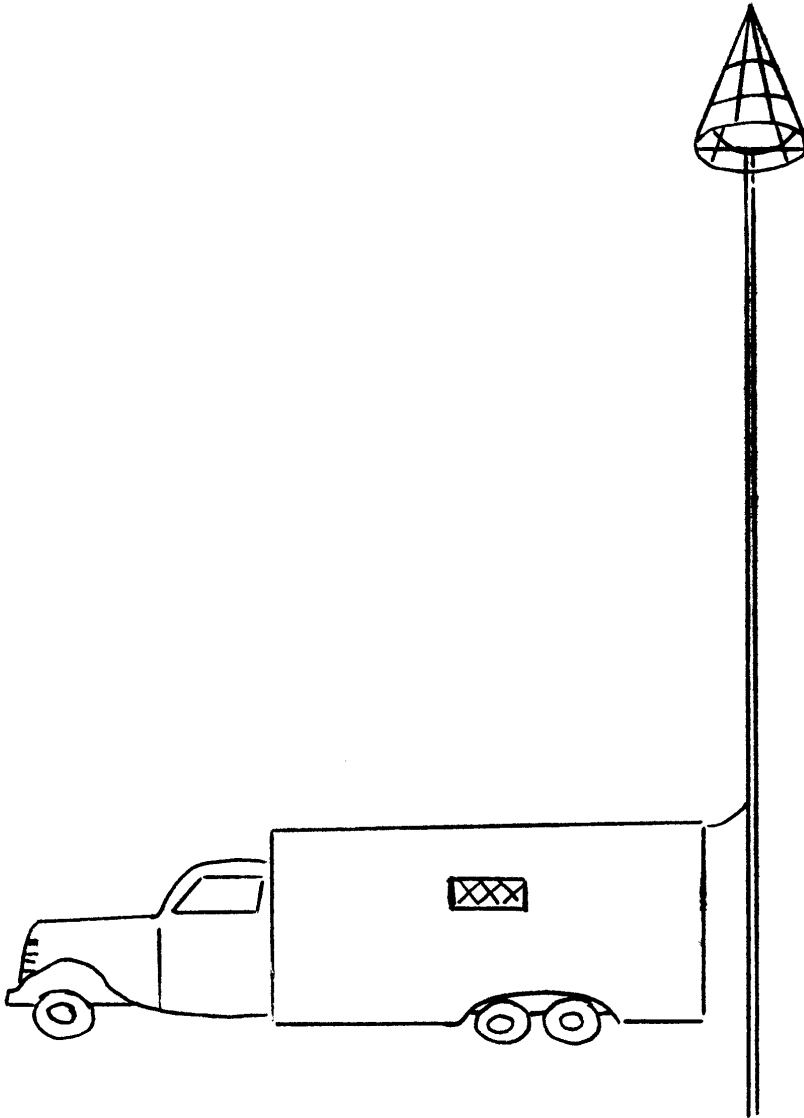
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Annex

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Radar Set Observed at Briesen Airfield



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